

but a change in passenger service for a long time.

"The Pullman will continue to be used; there will be permanent stations in the cities of the United States that will be equal to those in Europe with locomotives and much the same ammenities which have caused such exasperation in the last two years," he warns. "The reason is simple—the railroads will not have on March 1 any more cars or locomotives, or better roadbeds, or more efficient workers, than they had on February 28. And the roads will not have money to spend more than \$100,000,000 to build up for many months. Further, if they had, it would take three years for the car and engine shops in the United States to supply the deficiencies."

#### Electricity Soon Felt.

"There is only one slow change in the public's favor which may begin to show itself shortly. That will be, if it comes, in the attitude and efficiency of the railroad personnel—in the kind of treatment and service the travellers gets, and in better condition of cars, engines and roadbeds. There seems little doubt that there has been a slight improvement since Federal operation began. The public has taken notice of it, though, and others, and the Railroad Administration, while it has made some explanations and few denials of specific charges, has in general admitted the situation. There has been impatience from agents and trainmen; there has been much inefficiency work."

"One thing that the return of the roads does restore is competition on traffic, and the railroads will be forced to compete with more than their old business. There have been some changes in traffic under the Government. Freight has been diverted from some roads and given to others; certain lines have been filled up with low paying freight like ore and coal; short routes have been insisted upon—all to the interest of the public service but to the detriment of certain roads. The roads want their traffic back; most have the back if they are to avoid disaster."

#### Four Regions for P. R. R.

Saunder Ross, president of the Pennsylvania Railroad, issued orders yesterday preparatory to the return of the roads saying that the Pennsylvania has divided its systems into four operating regions to facilitate the change.

"All efforts must be devoted to meeting the demands of the country," said Mr. Ross. "But, as a result of war conditions and the crisis through which the nation had passed, the property is returned to its own management with its modified and condensed organization. The railroads have not been idle; the railroads have not kept pace with the growth of industry, and until additional cars, locomotives, trucks and terminals can be provided we must utilize the present facilities to the fullest possible extent."

For some time and for these reasons, the services rendered cannot fully meet public requirements. Our future success depends upon our ability to comprehend and relate the needs and cooperations of the public, which we can have only if we fully meet all our obligations and conscientiously perform our every duty."

For a long time many of us both employees and officers have justify felt that our real problems were not appreciated and were not understood by the public. We now well believe that the American people are thoroughly alive to the necessity for understanding these problems and deciding upon a policy under which they can be settled on a just basis."

#### Tells of Plans of Erie Road.

Preston D. Underwood, president of the Erie, on the eve of the return of the roads to private management, sent out a communication to all officers and employees yesterday saying that under the new order of things it would be the earnest endeavor of the officers to help make the conditions surrounding the day's work better for all than ever before.

"With the end of Government control, the Erie Railroad and its allied lines are by the law returned to the owners of its bonds and stocks," said Mr. Underwood. "Taking the lines by the Government for war purposes was a wise and necessary measure, the only wise measure. Now that the necessities are past, the verdict of the people, as expressed through their representatives, is that private control is best for all, that is the public, the owners and the army of railroaders who carry on the work."

"Especially are railway employees to be congratulated on being relieved from Government service. They can now, as private citizens, more than ever be a part of the neighborhood in which they have homes, rear families and earn a livelihood."

"It is proved that Government ownership or control of an ordinary business undertaking is fatal if it does not serve to protect the people from invasion, provide proper immigration, tariff laws, stable currency and conserve natural resources. Aside from these and other governmental functions, governments should not interfere with lawfully conducted commercial enterprises."

"We are now told that our task—to serve well the public while getting gains as a livelihood; to make of ourselves a more useful, as we are now recognized as a potential part of the whole people; to avoid strife that reflects unfavorably on all concerned; to keep a cool and deliberate watch on our affairs so as to affect the public welfare, and to win back the traffic and prestige held by the Erie Railroad prior to war conditions, which deserted both from their former channels."

#### For Service and Cooperation.

The board of directors and the executives shall feel sure of your continuing prompt and full cooperation. The changes to be made in the methods of operation, at all points—to serve our patrons promptly; to cooperate and deal more intimately with the managers and the public. The managers have power to decide all questions arising in the several regions. They are of you: have served long on the Erie Railroad and know both sides of the business. They merit your full support."

"With the restoration of corporate relations, it is the full desire of myself and the other officers to do the best we can to help make the conditions surrounding the day's work better for all than ever before."

Thomas De Witt Cuyler, chairman of the Association of Railroad Executives, says the responsibility which the railroad executives undertake to-day is one of the big tasks of national reconstruction. Like everything else," he says, "the railroads made their contribution to the war at great cost to themselves. Hundreds of thousands of tons of rail and ballast and millions of new ties which ought to be there their roadbeds are not there. Cars and locomotives have been sent to the front and need thorough overhauling; repair work on new freight cars and locomotives has been far below normal and is behind the needs of the country. Practically no passenger cars or Pullman cars were used during the entire period of the Federal control."

#### U. S. ENDS CONTROL OF WIRELESS PLANTS

*Development Plans Mean Contests With Cable Company*

Government control of the commercial wireless plants of the country ceased at midnight last night. At that hour all the radio stations along the Atlantic coast were forced to go back to private ownership. Of the 100 wireless companies which received control now, a commercial development of the wireless which forecasts keen competition by

tweve the wireless and cable companies of this and other countries everywhere.

Before the world war engineers perfecting the wireless had sought to establish working cooperation with Japan and other nations in the Orient. The present plan of the Radio Corporation of America, an amalgamation of the American Marconi Company and the General Electric Company and other large wireless companies is to open communication with points in Europe from stations along the Atlantic coast.

Direct communication with Tewyn, a small coast town of Wales, was established by the Radio Corporation's station at New Bedford, Mass., at midnight. Tewyn will be the Welsh terminal station, and another station erected in Cardigan, Wales, will send messages that will be picked up at Holm, N. J.

The plant of the International Radio Telegraph Company in Bush Terminal, Brooklyn, resumed communication at midnight with transatlantic and coastwise steamships. The return of the station to private ownership was marked by a ceremony at which H. W. Dinkin, commercial manager of the International Radio Telegraph Company, presided.

#### NEW HAVEN IN GOOD SHAPE.

Buckland says Railroad Is Now in Better Condition Than Ever.

New Haven, Feb. 29.—R. Buckland, who has been president of the New York, New Haven and Hartford Railroad under Federal control, said tonight that "the New Haven road is in better shape than ever before." E. J. Pearson, who has been Federal manager of the system, resumes his place as president at midnight and Mr. Buckland becomes vice-president and counsel.

"During Government control the road has been well kept," said Mr. Buckland. "There is a scarcity of rails, however, and we are 15,000 tons short. The motive power is as good as ever, except for the damage done by recent storms. The freight business is ever increasing and we probably will need more big locomotives soon. We will continue to enlarge the Cedar Hill yards (New Haven) and the yards at Providence."

#### PENFIELD GETS JAP CORDON.

Highest Non-Citizen Decoration Is Reward for War Work.

ATLANTIC CITY, Feb. 29.—Frederick Courtland Fendoff of Philadelphia and New York, formerly Ambassador to Austria-Hungary, and president today of the Grand Cordon of Penfield, has received a gold lacquered casket containing the Grand Cordon Penfellow, conferred upon him by the Emperor of Japan, in recognition of the services Mr. Fendoff rendered to Japan during the time he was in charge of the interests of that country following the declaration of war.

The Grand Cordon is the highest Japanese decoration which can be bestowed upon a non-resident of the Mikado's Kingdom. The decoration was transmitted to the former Ambassador here through the Department of State.

#### South African Strike Collapses.

JOHANNESBURG, South Africa, Feb. 29.—Strikes among the miners, which has been in progress for some time, seemingly is collapsing. Thousands of the workmen are returning to their jobs. There has been no disorder.

The control production and distribution of coal by the Fuel Administration resulted in a condition of fuel shortage which this morning has been before been experienced. It is only necessary to refer to the headlines Monday to ascertain even the most rabid critics of the trade

## COAL MEN GLAD TO SEE ROADS GO BACK

U. S. Control and Distribution Blamed for Unprecedented Fuel Shortage.

#### HIGHER PRICES ARE SEEN

Wage Increases to Be Granted by Government Will Hurt the Consumer.

#### Parallels with statements of railway officials that government control of the railroads added nothing to the safety of operations, the Wholesale Coal Trade Association issued a long statement yesterday that government control had been a failure in their business and that between government control of the railroads and their distribution of coal there has resulted "a condition of fuel shortage in this country which never was experienced before."

Moreover, the statement, which was issued by Chairman R. Allen, secretary of the association, declared that New York City, which otherwise might be compelled to pay an increased price for coal after March 21, when the present wage agreement between the anthracite operators and miners expires.

"New York is principally interested in anthracite coal," says Mr. Allen. "The wage agreement with anthracite miners expires on March 21. It is likely that the miners will demand a raise in price, which otherwise might be compelled to pay an increased price for coal after March 21, when the present wage agreement between the anthracite operators and miners expires."

"The reduction cannot be carried on unless a sufficient return is given to justify the labor. It is manifest that however patriotic the owner of a mine may be, it is only a question of a short time before he will be forced into bankruptcy or have to quit business altogether. Multiply this instance by hundreds of others of a similar nature and it is perfectly apparent that unless proper cognizance is taken of this situation great loss in production must result."

#### Diseas in Old Rail Job.

BOSTON, Feb. 29.—Howard M. Blodget, Federal manager of the Boston and Albany Railroad, will resume to-morrow with the return of the railroads to vice-control his former position as vice-president of the New York Central in charge of the Boston and Albany.

#### ARABS TOLD TO QUIT TURKS.

Reports of Losses in Fighting in Cilicia Exaggerated.

PARIS, Feb. 29.—The general situation in Cilicia is improving, according to advice received today by the Temps, which state that Prince Feudal, son of the King of the Heddas, has ordered the Arabian elements which had joined the Turkish Nationalists to withdraw. The Temps also learns that Mustapha Kemal Pasha, the Turkish Nationalist leader, has issued an order against further attack on French troops.

The French command is continuing to take measures to prevent the cooperation of Turkish and Arabian bands. An official statement does not dispatches indicate any considerable French loss in the vicinity of Marash to be exaggerated.

The report recognizes that the eight-hour day has been adopted as standard in many industries and establishments. The declaration places the public's right to strike above the employer's right to lock out; advocates uninterrupted personal freedom; provides settlement of disputes relating to labor controversies on the public's terms of their merits.

#### Name Ship for Buffalo Bill.

of the United States Shipping Commission's vessels now under construction is named in honor of Col. William F. Cody, "Buffalo Bill." It was announced yesterday by Herbert Waller, manager of the Rocky Mountain Club.

## NEW LABOR IDEA BORN IN CLEVELAND

Definite Community Policy Is Planned to Deal With Wage Adjustments.

#### PUBLIC TO HAVE RIGHTS

Commerce Chamber Committee Is Back of Substitute for Collective Bargaining.

#### Wholesale Confusion.

"When the control of coal was assumed on November 1 there began to be exercised by the Railroad Administration wholesale confiscation of coal and it is the belief of many that this was done for the purpose of creating a surplus of coal to be turned back to the individual carriers had in storage for their own use about 8,000,000 tons. It is well known that this surplus was used by the Railroad Administration and that on January 1, 1923, the carriers were practically ruined from having to compete with respect to their own costs due to the prices imposed by the Railroad Administration in attempting to purchase coal at less than the Government price."

Mr. Allen cited the case of a miner whose production cost was \$7.44 a ton and whose output was confiscated by the Railroad Administration, which paid only \$1.25 a ton. He said the cost of production had increased over the price imposed by the Government because of the increase in the cost of living.

"The declaration represents the cumulative efforts of the committee in recent months following the efforts of President Wilson's round table conference to suggest a solution of industrial problems, of which Paul L. Fein, president of the Cleveland Chamber of Commerce, was secretary of the public group, and of similar committees of the chamber during the last four years. Warren S. Stans, Grand Chief of the Brotherhood of Locomotive Engineers, is a member of the committee.

Representative negotiations is the term used by the railroad brothership and is equally applicable to the shop committee method.

The committee opposes compilation by either employer or employee to maintain a single-manage shop, but recognises the possibility of a mutual agreement of this character.

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## He took his Key with him

but it is

costing him \$41.67 every month

M. R. R. recently sailed for South America. He expects to be gone a year.

Before leaving he rushed to his safe deposit box to clip certain coupons which would come due during his absence. Following his usual custom, he turned the coupons over to our coupon department for collection.

So far, so good.

When the coupons became payable, we presented them to the paying agent of the corporation which issued the bonds. The committee represents the cumulative efforts of the committee in recent months following the efforts of President Wilson's round table conference to suggest a solution of industrial problems, of which Paul L. Fein, president of the Cleveland Chamber of Commerce, was secretary of the public group, and of similar committees of the chamber during the last four years. Warren S. Stans, Grand Chief of the Brotherhood of Locomotive Engineers, is a member of the committee.

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We telephoned at once to Mr. R.'s secretary, advising him that the bonds should be presented. We were told the bonds were in safe deposit and Mr. R. had the only key.

Until his return nothing can be done. Meanwhile an unnecessary loss of \$41.67 each month continues to mount up.

For a small fee, Mr. R. could have protected himself against such loss by making use of a

## COLUMBIA TRUST COMPANY Safe-Keeping Account

This service operates as follows:

You bring us your securities. We give you a receipt for them. We list them in books of record and lock them in our vaults. We collect the income from them the day it is due and credit the amount to your checking account. Or, we will remit to you, as you direct.

In addition, a Safe-Keeping Account would relieve you of all trouble in

1. The making out of Income Tax Certificates.
2. The clipping and prompt collection of coupons.
3. The collection of dividend checks.
4. The collection of mortgage interest and watching tax payments, if desired.
5. The prompt presentation and collection of maturing bonds, or those called for redemption.
6. The collection of income from other sources.

If you are interested in this money-saving, economical service, we suggest you secure further particulars. A Vice President or Manager in charge at any one of our offices will be glad to talk with you.



Member of Federal Reserve System.

## FRANKLIN SIMON Individual Shops for Boys

An Institution Whose Constitution is Quality

TAKE, for example, our Wearmoor Clothes for Boys. The fabrics are all-wool, of course, but we do not stop at that. They must also conform to the standards of Wearmoor serviceability.

AND whether it is a Norfolk Suit, a Raglan Coat, or a Box-back model, every stitch of it is designed and tailored according to our own exacting Wearmoor specifications.

AS for style, each season it is the Individual Shops that do the real creative work in evolving models and setting new examples for the town.

AND no shop has a deeper sense of its responsibility to the mothers and fathers who pay the bills.

We invite you Madam, and your Boy to call and see the Spring Exhibits of

Boys' Clothes, Shoes, Furnishings, Hats

FIFTH FLOOR

Franklin Simon & Co.  
Fifth Avenue, 37th and 38th Streets

Boys' and Children's Haircutting Shop—Fifth Floor